

Johnson arrived with a plan to create townships throughout the colony, as a way to ensure the orderly settlement of the backcountry. His scheme originally included nine townships, primarily along the major rivers in the colony. Johnson permitted the settlement of these areas on the headright system, which apportioned 50 acres of land to every individual who settled there. Many of these settlers established plantations that were directed toward the production of cash crops. Main plantation residences and facilities were established on the low bluffs of the rivers and readily accessible river landings. However, settlement proceeded slowly until the 1750s when the South Carolina backcountry population was approximately 20,000, about one-third of the total Lowcountry population (Wallace 1961).

Many of the early settlements and plantations in the area had focused on the Cooper and Wando Rivers. These waterways provided the best opportunity for profitable agricultural production (i.e., rice cultivation) as well as the best avenues of transportation to Charleston or other settlements in the region (South and Hartley 1985). Evidence of the many plantations along these rivers remains today primarily as archaeological sites, although some, like Rice Hope Plantation near Moncks Corner, are still occupied.

The new colony was organized with the parish as the local unit of government. The Town of Mt. Pleasant, as well as the majority of Wando Neck, was within the Christ Church Parish, created by the Church Act of 1706. The Church building itself was to serve both religious and political purposes. As Gregorie (1961:5) explains “the parish church as a public building was to be the center for the administration of some local government in each parish, for at that time there was not a courthouse in the province, not even in Charleston.” The boundaries of Christ Church Parish were established in 1708 as the Wando River, Awendaw Creek, and the Atlantic Ocean.

Charleston settlers began to move onto the Wando Neck at an early date. A 1696 map (Figure 3) shows the names of sixteen settlers, most of them occupying lands along Charleston Harbor and the lower Wando River. The upper reaches of the Wando River, however, were still occupied by the Wando Indians; indeed, the map shows the “Sewel Indian Fort” along a tributary of the Wando River. After 1720, the economy of Wando Neck turned to farming and stock husbandry. Plantations in Christ Church Parish were consistently located along the Wando River and its tributaries; the majority of the 700 slaves present in the parish in 1724 were also probably concentrated on the Wando River plantations. For the remainder of the parish in the 1720s, Gregorie (1961:20) noted:

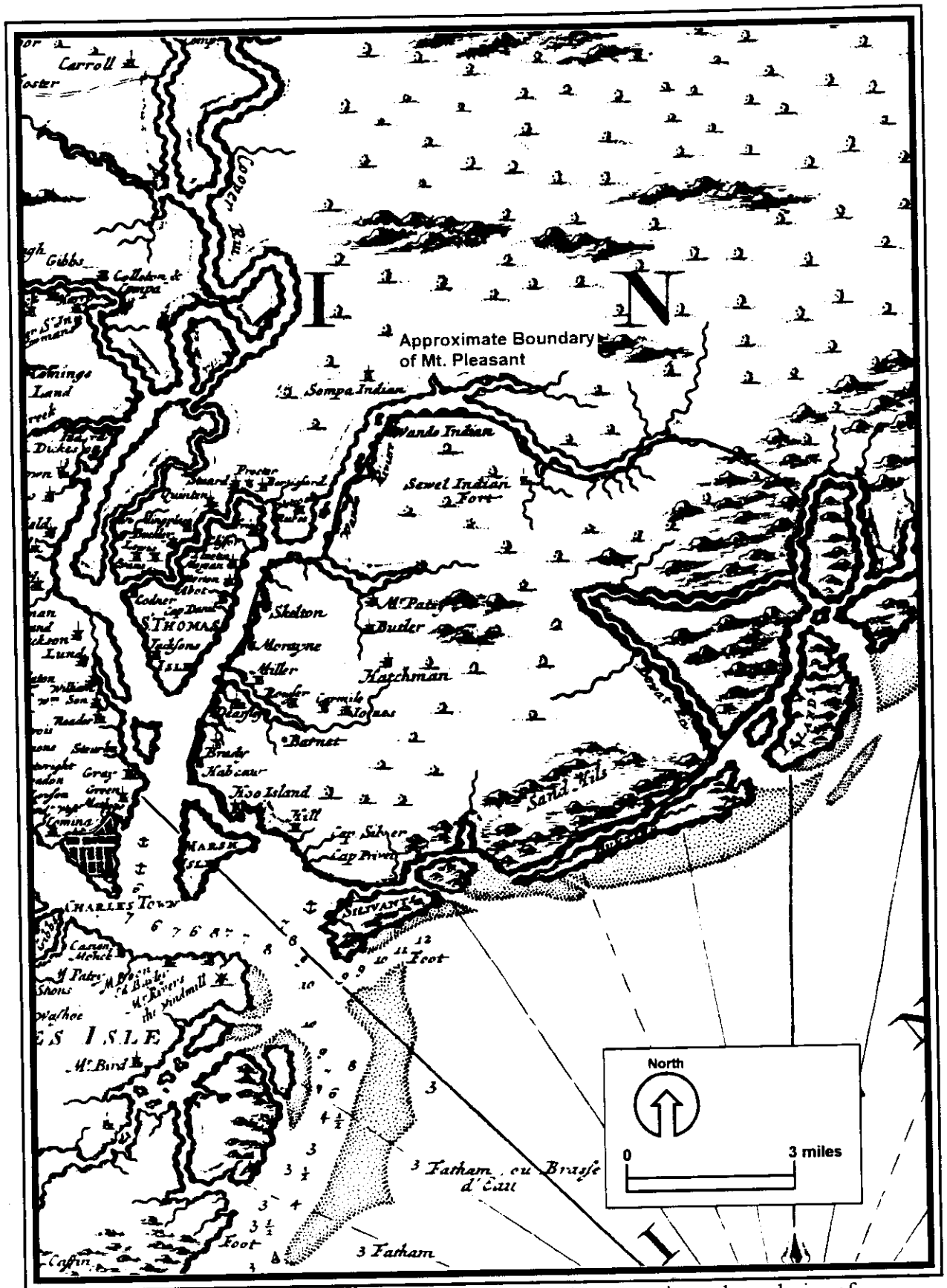


Figure 3. Mortier's Map of Carolina (1696) showing the approximate boundaries of Mt. Pleasant.

Most of the Christ Church parishioners seem to have been small farmers and mechanics. Their free-ranging stock and the abundant wild game supplied meat, and they sent some hides and deer skins to Charleston whence they were shipped overseas. From the great heaps of shell left from immemorial feasts by the Indians along the creeks they burned tons of lime and made mortar, whitewash, and crude bricks for their own use, but some lime was sent on periaugers to the growing town of Charleston. They also made bricks from the scattered deposits of clay. The forest products, turpentine, rosin, tar, and lumber were also marketable. But there was very little money in circulation.

The last recorded Indian skirmish of Christ Church Parish occurred in 1751. The location of the encounter between raiding northern Indians and the parish militia is described as “near the seaside, about two miles from the parish-church” (Drayton 1802 [cited in Gregorie 1961:44]). This last encounter was significant for removing any final fears of the settlers and for prompting greater movement of people into the Lowcountry.

The major plantations in Christ Church Parish were located along the banks of the Wando River and its tributaries. Several family names stand out among the plantation owners, many of whom were connected by marriage ties: the Lynches, the Toomers, the Vanderhorsts, and the Legares. Thomas Lynch, the grandfather of the Thomas Lynch who signed the Declaration of Independence and the husband of Sabina Vanderhorst, built a house on his plantation known as Brick House in the early eighteenth century. The Lynch family held onto the land into the mid eighteenth century, when parts of Brick House were sold to Arnoldus Vanderhorst and Thomas Smith (Poplin and Huddleston 1998:30-31). The Vanderhorsts and Toomers, moreover, owned large tracts of land farther up the Wando River, plantations known as Lexington, Richmond, Point, and Airs (Rust et al. 1998). Dr. Anthony Vanderhorst Toomer, the owner of Richmond Plantation, was also married to Mary Daniel Legare (Rust et al. 1998:41). The Legare family was well established in Christ Church Parish as well. Solomon Legare, a French immigrant, first bought land on the Wando River above what is now the Park West Tract in 1729; with the exception of a brief period in the early nineteenth century, the Legare family held onto the land into the late 1850s (Pecorelli et al. 1998).

Many of these plantation owners were directly involved in the American Revolutionary War. The colonies declared their independence from Britain in 1776, following several years of increasing tension due to unfair taxation and trade restrictions imposed on them by the British Parliament. South Carolinians were divided during the war, although most citizens ultimately supported the American cause. Those individuals who remained loyal to the British government tended to reside in Charleston or in certain enclaves within the interior of the province.

Britain's Royal Navy attacked Fort Sullivan (later renamed Fort Moultrie) near Charleston in 1776. The British failed to take the fort, and the defeat bolstered the morale of American revolutionaries throughout the colonies. The British military then turned their attention northward. They returned in 1778, however, besieging and capturing Savannah late in December. A major British expeditionary force landed on Seabrook Island in the winter of 1780, and then marched north and east to invade Charleston from its landward approaches (Lumpkin 1981:42-46). The rebel South Carolinians were not prepared for an attack in this direction. They were besieged and entirely captured in May after offering a weak defense. Charleston subsequently became a base of operations for British campaigns into the interior of South Carolina, Georgia, and North Carolina. However, the combined American and French victory over Lord Cornwallis at Yorktown in 1782 effectively destroyed British military activity in the south and forced a negotiated peace (Lumpkin 1981). The 13 colonies gained full independence, and the English evacuated Charleston in December 1782.

Other than the American defense of Fort Sullivan in 1776, the Wando Neck was not directly involved in any battles of the Revolutionary War, and South Carolina saw little action between the failed British attempt to take Charleston in 1776, and their successful occupation of Charleston in 1780. An important outcome of the Revolutionary War was the removal of Royal trade protection, which caused a drastic reduction in rice profitability. As a result, many of the planters of Christ Church Parish and surrounding areas began to supplement their rice plantings with cotton agriculture. Unfortunately, Christ Church Parish soils were not as productive as those of the sea islands.

The other important way which Christ Church Parish plantation owners supplemented their agricultural output was by making bricks. Brick making was especially important in the Charleston area between 1740, after Charleston enacted building codes requiring brick construction, and 1860. For a more thorough study of the brick industry in the South Carolina Lowcountry, the reader is referred to Wayne (1992). Brick making was an early industry in the Charleston area, along with other building trades such as preparation of building materials (e.g., lumber, lime) and construction. Brick and lime making kilns were common along the Ashley, Cooper, Wando, and Stono Rivers by the middle of the eighteenth century, but the brick making industry began in the area during the seventeenth century. A letter written in 1664 described gray brick made from clay "which proves very good" (Carroll 1836:23, cited in Wayne 1992:50). Thomas Newe reported from Charleston in 1682 that good brick was being made, but not much of it (Salley 1911:181, cited in Wayne 1992:6). Stoney (1938:47) reports that the Medway Plantation house, on the Medway or Back River in St.

Thomas & St. Denis Parish, was built in 1686 of poorly fired "home-made" brick covered with a stucco finish.

Many of the planters in Christ Church Parish owned land with clay suitable for making bricks, had access to water transportation from some part of their plantation, and had sufficient wood to fire the kilns. Many, especially in the Wando River area, turned to brick making because their plantations had land unsuitable for raising rice and/or indigo (Wayne 1992), but many others combined agriculture with brick making. Mrs. Deborah Fisher advertised her plantation on the Wando River near Cainhoy for sale in 1748. The property included 500 acres of land suitable for corn, rice, and indigo, and a brickyard with a kiln at the landing (*South Carolina Historical Magazine* 64:210, cited in Hollings 1978:15).

Peter Horlbeck, the uncle of the John Horlbeck who bought Boone Hall and the brickyard, may have had a brickyard at his plantation. He placed an advertisement in the newspaper in 1769 for:

A man that well understands the Brick-making business, to manage a brick-yard already settled, and works two tables. Such a person, well recommended for his abilities and sobriety, may have good encouragement, by applying in Charles-Town to Peter Horlbeck (*The South Carolina Gazette and Country Journal* 1769).

In 1777, Thomas Farr reported a runaway slave named London who was "a Bricklayer by trade: he did formerly belong to the late Mr. Thomas Elfe, deceased, and served his time to Mr. Horlbeck in Charles-Town" (*The Gazette of the State of South Carolina* 1777). Either Peter Horlbeck, or his brother John, was probably the referenced Mr. Horlbeck.

Wayne (1992) identified 23 brickyards and 12 possible brickyards along the Wando River and its tributaries. She describes these sites as "brick-covered banks or wharves, kilns, sand piles, water-filled clay pits, and the occasional chimney" (Wayne 1992:9). The remains of the Horlbeck brickyard include a brick-covered bank, a chimney, and an old commissary building (Espenshade and Grunden 1991).

These brickyards were very labor-intensive as everything had to be done by hand before mechanization was developed. The brick makers on these plantations were either trained slaves, apprentices, or indentured servants (Hollings 1978:21). It is thought that most of the early brickyards utilized animals for turning a pug mill to mix the clay and sand to the proper consistency.

Sorry, this page was delivered in this condition.

Interestingly, a 1766 advertisement for a plantation near Charleston included a reward for swimming the cattle that tread the clay (Weldon 1990:13).

Even with these labor-intensive methods, a large number of bricks could be produced. In 1754, John Moore, Jr. offered "a large quantity of good bricks" for sale at his "landing" near Charleston, at £5 per thousand; in 1758 his price was the same. His estate inventory in 1760 included 400,000 unburnt bricks and 80,000 burnt bricks at one plantation, and 23,000 unburnt bricks at another (Wheaton et al. 1987). Mechanization, in the form of brick making machines to press clay into multiple molds, did not begin until the early nineteenth century.

***Christ Church Parish During the Antebellum Era.*** The early signs of a village where Mount Pleasant now lies emerged late in the colonial era and early in the Federal era, from several adjacent sources. Jonathan Scott, Jacob Motte, Andrew Hibben, William Hort, and Jonathan Lucas began plantations in the area between Shem Creek and Sullivan's Island from the 1770s through the 1790s. In the 1770s and 1780s Andrew Hibben and Jacob Motte were neighbors on opposite sides of Shem Creek. Andrew Hibben bought Jacob Motte's land on the south side of Shem Creek in 1770, and began operating a ferry service between Christ Church Parish and Charleston. In 1803, Andrew Hibben's son James bought Motte's Mount Pleasant Plantation, across Shem Creek on the north side, where Jacob Motte had built a house which still stands (McIver 1994:11-12). James Hibben then began to develop the village of Mt. Pleasant, dividing it into 35 village lots with five streets: Beach, Bennett, Whilden, Boundary, and Venning (McIver 1994:26).

The Hibben Ferry tract therefore was on the south bank of Shem Creek, and Mount Pleasant Plantation was on the north side; both of these had come into the hands of the Hibben family by the late eighteenth century. The next plantation to the north was Greenwich, an estate owned by Jonathan Scott. Greenwich also was settled in the late colonial era, by Jonathan Scott. Scott had come to South Carolina from England by the early 1760s, and had acquired a 100 acre tract between Mount Pleasant Plantation and the Hilliardsville settlement, owned by William Hort. Scott soon began to develop his lot into a village; the 50 acres fronting the harbor he developed with a grid of streets and lots, while he reserved the back 50 acres for a common area; he named the streets Bay, Pitt, King, and Queen (McIver 1994:23).

Hilliardville was the next settlement to the north. William Hort, one of the founders of the Charleston Chamber of Commerce in the 1780s, owned this tract of land by the early 1790s. He never developed the land, though it remained in his or his family's hands into the late 1830s. In the

Charleston District was a very wealthy area in the antebellum era, drawing upon both the city's position as a center of ocean-going and coastwise commerce, and the District's rich agricultural land. Christ Church Parish, however, accounted for 1.7 percent of the cotton production in the Charleston District by 1860, despite the fact that the parish only contained 10.1 percent of the improved land in that district. Furthermore, the rice production of the parish had decreased drastically from 1850 to 1860. As Brockington et al. (1985:41) report:

. . . the heretofore principal economic base of the parish was lost in the 1850s as production of rice during that decade fell from 964,000 to 180,000 pounds, a precipitous drop of 81.3%. The Christ Church rice planters relied on the Wando River for cultivation of the crop, an estuary not ideally suited for the more efficient and productive method of tidal rice agriculture. The higher saline content of the Wando restricted the amount of freshwater tidal agriculture that could be conducted along the river. As a result, the rice planters in the parish could neither effectively compete with the tidal rice plantations in the other parishes of the Charleston District nor withstand the pressures of oversupply and outside competition (see various census data presented by Lees 1980:48).

Farmers in Christ Church Parish in turn put greater emphasis on ranching and truck farming (Brockington et al. 1985:41).

Brockington et al. (1985:41) note that the parish solved the problem of rice and cotton noncompetitiveness by shifting its emphasis to ranching and truck farming. Thus, as the Civil War approached, the economy of Christ Church Parish had already begun to change from the old plantation system associated with rice and cotton agriculture. Other accommodations to the monocrop production of rice and cotton included the manufacture of brick and tiles. During the first few decades of the nineteenth century, the plantations on the Wando Neck expanded their industrial facilities to the point that the major "crops" of these landholdings were bricks. Brickyard Plantation and Parker Island (both owned by the Horlbeck family during this period) were the largest complexes (see Espenshade and Grunden 1991; Rust et al. 1999; Southerlin et al. 1988), although Lexington Plantation and the adjoining properties (Wayne and Dickinson 1990) also produced large quantities of brick for the construction market in Charleston and elsewhere. A large brick manufacturing complex is located along the southeast edge of Parker Island which is probably related to the Horlbeck Brickyard on the opposite bank of Horlbeck Creek to the south.

While many plantation owners made bricks on their lands beginning in the early eighteenth century, the nature of the industry changed in the nineteenth century. Mechanization of brickmaking

occurred in the 1840s and production increased greatly along the Wando Neck. In Wayne's (1992:25) list of the brick makers in the Charleston Area between 1745 and 1860, John and George Parker are identified as making brick on Parker Island between 1790 and 1830; and Robert and Thomas Parker, between 1850 and 1860. They, along with the Horlbecks at Boone Hall, dominated the brick industry in Christ Church Parish in the mid-nineteenth century.

Although the Civil War brought extensive battles to Charleston, Christ Church Parish saw relatively little action. Confederate defensive works were constructed early in the war to prevent Union land forces from advancing on Charleston, but the Union strategy bypassed the Wando Neck and the earthworks did not see battle. The remains of this defense line remain east of US 17, culminating in the Palmetto Battery (38CH953) on the edge of Copahee Bay (Espenshade and Poplin 1988).

***Reconstruction and the Post-bellum Era.*** The Civil War effectively destroyed the plantation system in South Carolina and the rest of the South. This meant profound changes for the emerging Village of Mt. Pleasant both economically and socially. The antebellum economic system disintegrated as a result of emancipation and the physical destruction of agricultural property through neglect and (to a lesser extent) military action. A constricted money supply coupled with huge debt made the readjustments worse. The changes were enormous. Land ownership was reshuffled, as outsiders began purchasing plots and former plantations which had been abandoned in the wake of the Civil War. Newly freed former slaves often exercised their freedom by moving, making the labor situation even more unsettled.

One result of this migration was a variety of labor systems for whites as well as freed African Americans; this fostered an era of experimentation and redefinition in the socio-economic relationships between the freed African Americans and white landowners. The Reconstruction era also witnessed a drastic increase in the number of farms and a drastic decrease in average farm size as predominately white landowners began selling and/or renting portions of their holdings. Brockington et al. (1985:49) summarize the census data and report an increase in Christ Church Parish farms from 61 in 1860 to 517 in 1870, with 77 percent of the later farms being 10 acres or less. A diversified land use was common within single farms in the parish, with corn, cotton, and cattle being major products. In 1880, 55 percent of the farms in Charleston County were tenant operated.



*The Twentieth Century and the Rise of the Sunbelt.* In addition to corn, cotton, and cattle, truck farming was a major element of postbellum agriculture in Christ Church Parish. Truck crops accounted for 24 percent of the agricultural value for Charleston County by 1900. The importance of truck farming in Charleston County grew significantly, and in 1930 truck crops represented 79 percent of all crops grown in Charleston County (Brockington et al. 1985:49). This level of importance has remained relatively stable through the present.

World War II had a profound impact on the entire Charleston area, as it had on so much of the South. The War created an economic boom throughout the nation, which was made more dramatic in the South given the number of military bases that arose. Charleston was a perfect example. The Navy Yard received new destroyers, shipbuilding plants, and other support facilities, while other military activities emerged in the city's surrounding region. At the same time, while population rose modestly in the central city, it rose dramatically in the suburbs and villages in the area. The area was put on a war footing as a result of the harbor and the Navy Yard, as German U-boats patrolled the harbor in the early years of the War (Fraser 1989:387-389). The area's waterways became important avenues for civilian patrols and other shipments; WWII era pilings along Hobcaw Creek indicate the presence of barges.

Since World War II, the region has continued to possess significant numbers of small farms. In addition, timber harvesting returned as a major industry, particularly in the northern and more inland portions of the parish. Among the more distinctive local industries to emerge in the twentieth century is shrimping. While residents of the Mt. Pleasant area have harvested shrimp and other shellfish from the marine and estuarial waters of the area for thousands of years, the establishment of an industry has come about only in the twentieth century. With the advent of trucking, improved roads, and refrigeration in the early twentieth century, the large-scale harvesting of shrimp and other seafood became possible. Since the 1930s Shem Creek has been the base of the shrimping industry in the Charleston Harbor area. Limited industrial developments have also occurred along the Wando River; however, the greatest change is evidenced by the development of Mount Pleasant, at the mouth of the Wando, and the adjacent areas as a bedroom community for the expanding greater Charleston area. Service facilities for these residents also have increased. Much of the agricultural and forest lands of the lower Wando River are being developed as residential tracts. This increasing population also provided one of the factors for the development of the Mark Clark Expressway (I-526). Undoubtedly, these developments will continue into the foreseeable future.

### **Chapter III. Analysis**

The purpose of this project has been to identify the known cultural resources in the Town of Mt. Pleasant, and to identify areas that are likely to contain cultural resources. We have not conducted in-depth original historic research. Instead, we have sought to discern existing significant cultural resources, and areas that have a high potential to contain cultural resources, and to identify them on current planning maps. This should help to provide planners and developers with advance notice of culturally sensitive areas.

Existing studies, listed in the inventory which is appended to this document, identify the known significant cultural resources, both architectural and archaeological. These resources have been located on accompanying maps. The areas of potential for cultural resources have been determined in a variety of ways. The archaeologist and architectural historian for this project traveled all of the roads within the Town of Mt. Pleasant to identify areas that are yet undeveloped and are located in areas that are conducive to the location and preservation of cultural resources. These areas have the potential to contain primarily archaeological resources. In addition, they identified areas that have already been developed and which will require management in the near future. These are primarily neighborhoods with potential architectural and landscape design resources. The factors that make an area likely to contain archaeological resources are well-drained soils and elevated land close to drainages. In addition, the architectural historian made a brief examination of available historic maps and plats to identify the locations of buildings, structures, and landscape features at different points in time. There was no attempt to complete a thorough inventory of all historic maps and plats which depict Mt. Pleasant. Instead, this was an overview to determine areas of potential for resources. A brief review of the results of this overview and field reconnaissance follow.

#### **Plat and Map Overview**

Published historic maps clearly show the tendency to locate along major waterways. There are several late seventeenth and early eighteenth century maps that show the Wando Neck (see Figures 2 and 3). It is interesting to note that the location of the current "Old Village" is to a certain extent arbitrary, as early settlers established plantations all along the edge of the Wando Neck: on Charleston Harbor; along Wakendaw, Hobcaw, and Molasses Creeks; and on the edges of the Wando

River toward its headwaters. The 1696 Mortier map (see Figure 3) clearly shows this water-borne orientation: settlements or plantations are more or less equally spaced along the border of the Wando Neck, from Capt. Privet near "Silivants I" to the Parker, Butler, and Hachman settlements along what is now Horlbeck Creek. According to the Mortier map, the area above Horlbeck Creek was still in the hands of the Sewee, Sampa, and Wando Indians.

Subsequent maps of the late seventeenth and early eighteenth centuries, including those by Crisp (1700) and Moll (1715) (see Figure 2) include essentially the same names and pattern of settlement. The next maps which provide an overview of the Charleston area come with the Revolutionary War. Henry Mouzon's 1775 copy of James Cook's map of 1771 provides an overview of both North and South Carolina, and show a correspondingly low level of detail for particular areas. However, this map shows a number of settlements at the upper reaches of the Wando River. Clearly, the Wando, Sewee, and Sampa Indians were no longer a threat, and it is clear from the documentary records that the Lynches, Hoptons, Legares, Vanderhorsts, and Toomers owned land in the area by the mid eighteenth century. A 1787 map showing the defenses of Charleston in the Revolutionary War focuses on the Charleston peninsula and the upper reaches of James Island and St. Andrews Parish. This map shows, however, most of the areas immediately adjacent to the harbor in Mt. Pleasant, and indicates the presence of two fortifications. One is located at the south edge of the mouth of Hobcaw Creek, associated with the name Lempries, and the other is located at the east end of the cove in Mt. Pleasant near Sullivan's Island; the latter may be associated with the name Eotus. Another Revolutionary War-era map, dating to 1780, shows additional resources. The fortification at Hobcaw Point is shown in greater detail, while there is an additional, smaller fortification at Haddrells Point on the south side of Shem Creek, behind Hog Island. In addition, the map shows a set of "Barracks for 3000 men" approximately one-half mile back from the Harbor, approximately where Center Street now lies (Figure 4). Finally, the map shows what appears to be a wharf or dock extending into the Harbor from a plantation roughly where McCant's Drive now meets the Harbor.

The early nineteenth century marks the emergence of what is now the Town of Mt. Pleasant, as well as the increasing development and segmentation of the entire Wando Neck. Two important maps from the 1820s show the overall development of the area. Robert Mills' famous Atlas of South Carolina (1825) shows the town of Mount Pleasant with a gridded street plan, Scott's Tavern at the junction of Shem Creek and the Charleston Harbor, and Matthews Ferry below Hobcaw Creek. The map also shows one main road extending from the south side of Shem Creek along the length of the

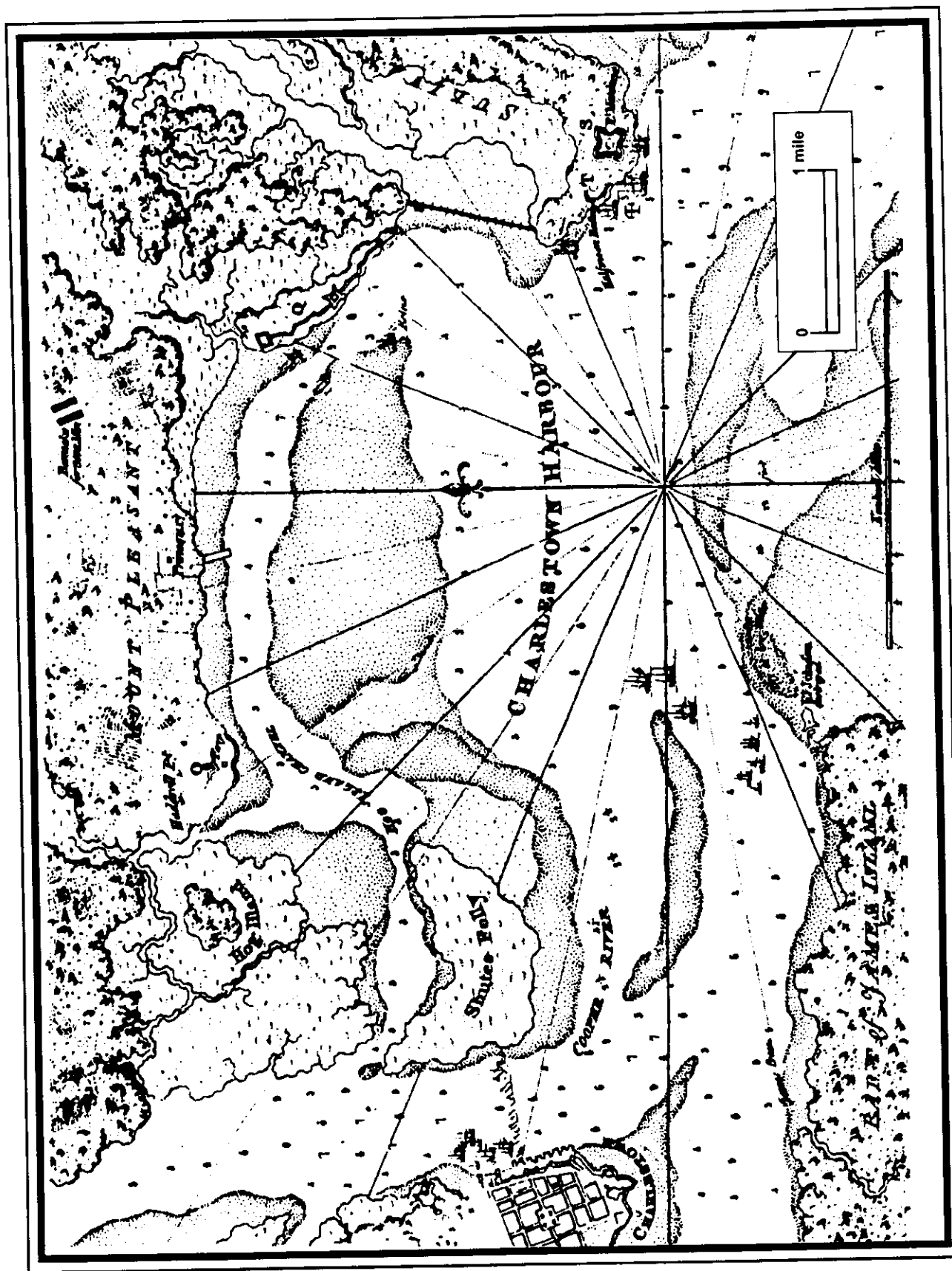


Figure 4. Detail of a 1780 Map of Charleston showing the Mt. Pleasant area.

Wando Neck, a smaller road (now Mathis Ferry Road) extending from Hobcaw Point to the main road, and an even smaller road connecting Matthews Ferry to the Hobcaw Point road.

Unfortunately, Mills' map provides few clues as to patterns of settlement, as it shows very few names of property owners. Other than Matthews Ferry, Scott's Tavern, and Mount Pleasant, the map shows Hamlin Plantation along Copahee Sound (what is now Hamlin Sound), the Toomer Plantation farther to the northeast along Copahee Sound, and Christ Church on the main road. Another map produced in the mid 1820s, however, provides information on the area surrounding Mt. Pleasant in greater detail, and shows the level and patterns of settlement and cultivation in the area (Bache et al. 1825). Shem Creek provided a useful focus for the area. Haddrell's Point, on the south side of Shem Creek where it meets the Harbor, is the site of several houses; and the "Mail Road to Georgetown" originates from the point. Two roads veer south from the Mail Road into the village of Mount Pleasant, where there is an important concentration of buildings and, presumably, stores. A wooded area separates the village from more cleared fields and two clusters of buildings, one on the edge of the harbor and one set back slightly. North of Shem Creek, Matthews Ferry provides the focus of settlement near what is now Patriot's Point, with a large cluster of buildings at the point where the road meets the marsh; a wharf extends from the cleared area to a small creek through the marsh. In addition, there is a cluster of buildings at Hobcaw Point, what is now Remley's Point.

One intriguing settlement was on the south side of Shem Creek approximately one mile inland from the Harbor. This appears as a large cluster of buildings on Bache et al.'s 1825 map of Charleston Harbor (Figure 5). This was the location of Jonathan Lucas' extensive mill works; a plat of Lucas' property including the mill can be found in a 1793 plat (Charleston County Deed Book [CCDB] H6:496; Lofton 1998:63). Lucas' property extended from the point where Coleman Boulevard now crosses Shem Creek eastward to the intersection of Rifle Range Road and Myrick Road (Lofton 1998:64). The focus of his activities, however, was at his mill site, located near the intersection of Vincent Drive and Shem Creek; foundations alone remain of this once-active industrial site. In addition, the Lucas family cemetery lies close to the mill, and has recently been listed on the National Register of Historic Places (NRHP). Figure 4 also shows the location of Matthew's Ferry.

Other plats and maps detail the creation of the Town of Mt. Pleasant, and some of the buildings in it, in the antebellum era. Perhaps the most significant is the 1837 plat of the Town of Mount Pleasant, created by the noted Charleston architect Edward B. White (Charleston County Plat Book [CCPB] A:167) (Figure 6). This plat was created following the merging of the villages of

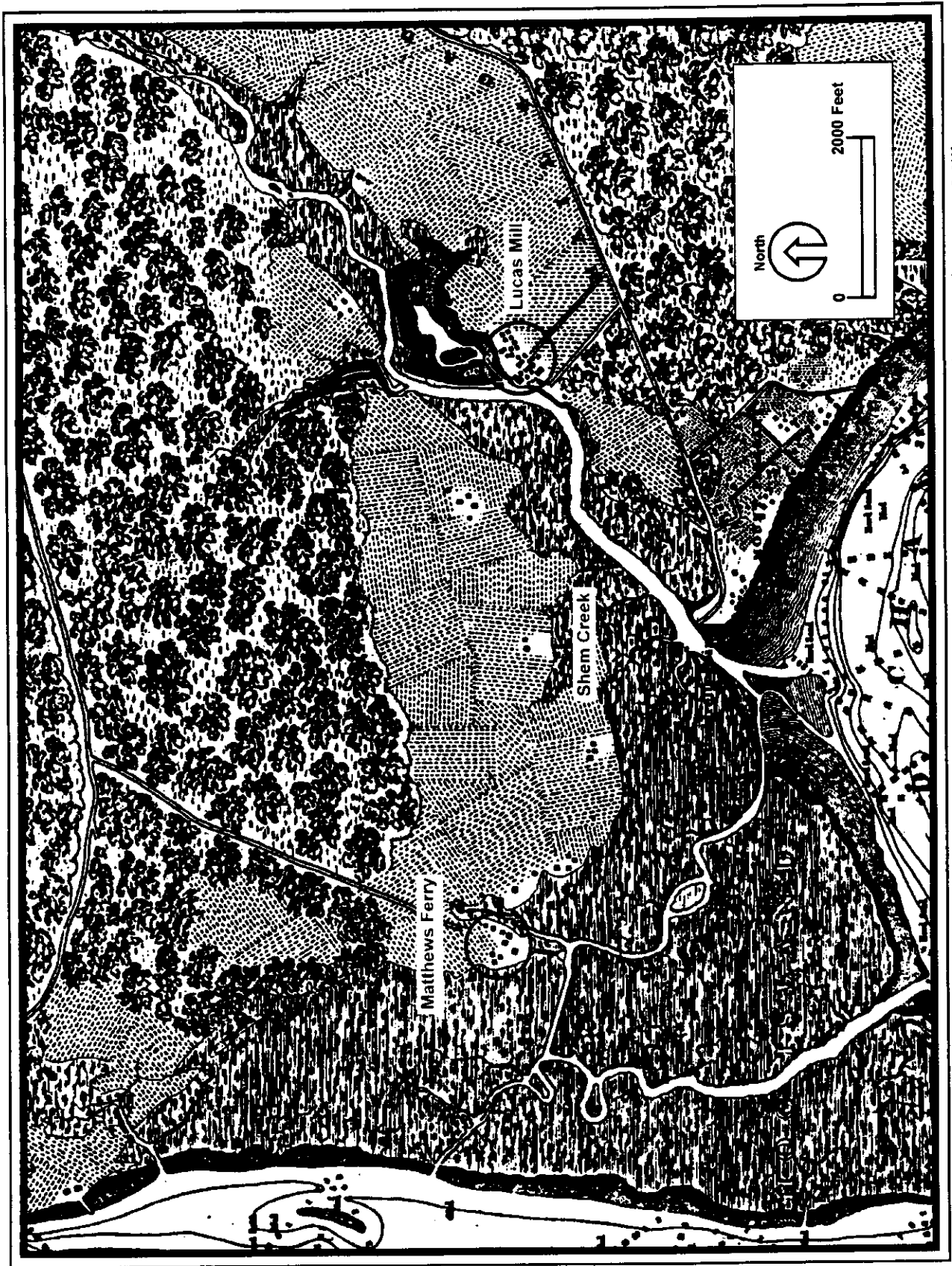


Figure 5. A portion of a Map of Charleston Harbor by Bache et al. (1825) showing Mt. Pleasant, the Lucas Mill, and Matthews Ferry.

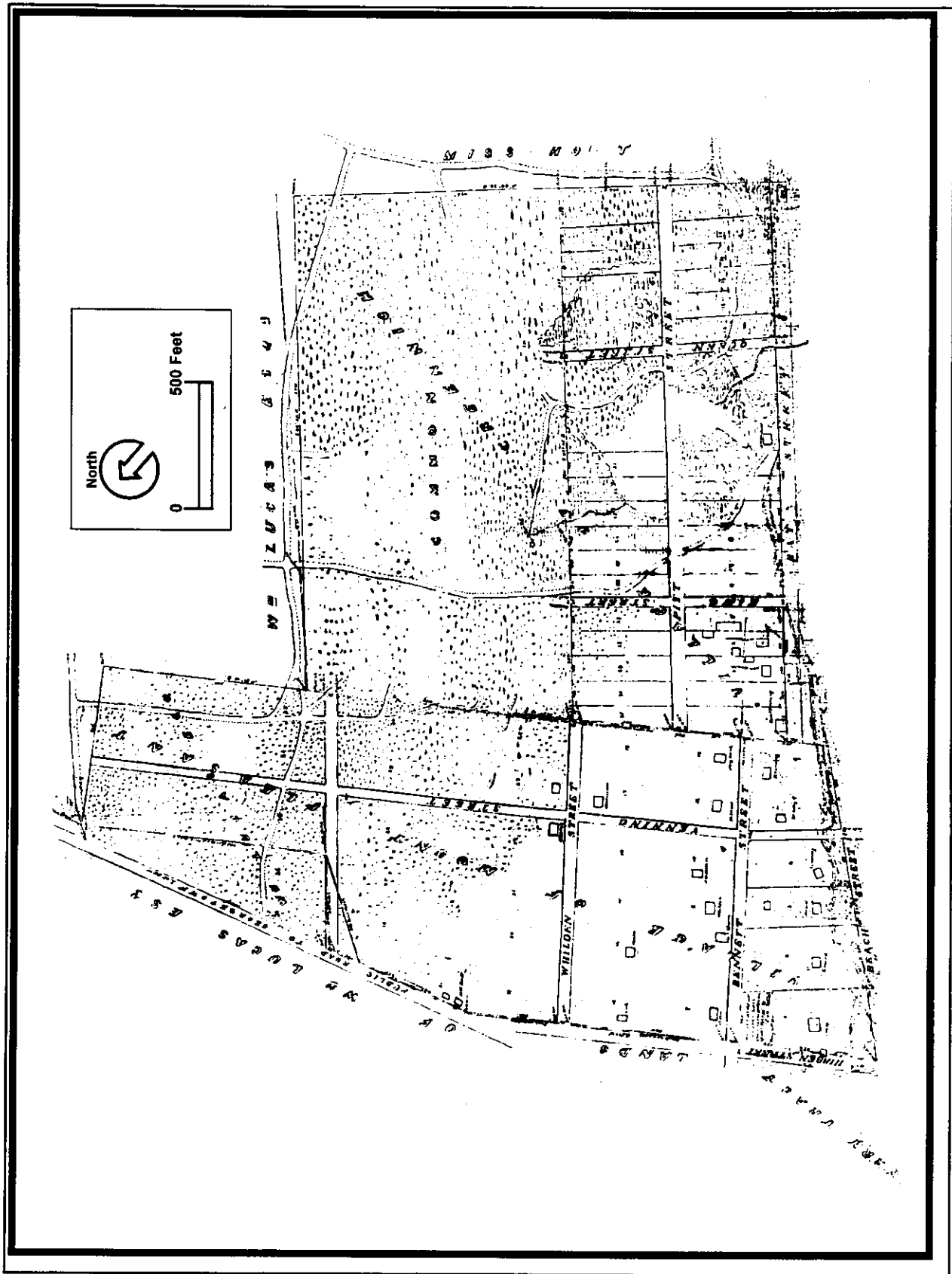


Figure 6. An 1837 plat showing the new Village of Mt. Pleasant.

Greenwich and Mt. Pleasant. The different street patterns are clearly visible, and reveal the historical origins of the disjointed street patterns in the village, particularly along the dividing line between the two historical villages. This is most visible with Pitt Street, which at the time ended at the dividing line, which was then a ditch. Pitt Street now jogs to the northeast to join with the new Church Street. The area of development at the time was limited, and remained close to the edge of the harbor. The map indicates only eight buildings in the old Village of Greenwich, all between Bay Street and Pitt Street. The old Village of Mount Pleasant was slightly more populated, with 16 houses and one church indicated on the map; the church is in the location of the present St. Andrews Episcopal Church. The houses in the old Village of Mount Pleasant extended west from the dividing line to Hibben Street, and in from the harbor to Whilden Street. The current Motte House on Hibben Street is shown on the map as belonging to Tovey.

Other more detailed plats show the development of individual aspects of Mt. Pleasant. Perhaps the most distinctive feature of the village, and what gave the village its resort character, was the Mount Pleasant Hotel. The Hotel was built in the 1850s, and occupied its own block bounded by Pitt Street, Ferry Street, Bank Street, and the harbor. Two plats from the late 1850s give valuable information on the scale of the Hotel. It was a two-story rectangular building with a double piazza along the front (long side) and the two short sides. It set at an angle relative to Pitt Street in the center of the block, facing directly south into the harbor, to pick up the prevailing sea breezes. The building had a small, probably one story rectangular kitchen immediately to the rear, which by 1858 appeared to have been connected by steps or a walkway to the Hotel. Finally, there was a stable farther to the rear of the Hotel, in the northeast corner of the block. Ferry Street, which ran along the east side of the Hotel, led directly to a wharf which belonged to the Mount Pleasant Hotel Company, and was used to unload passengers arriving from Charleston.

Other areas of what is now Mt. Pleasant's Old Village received less attention in the plats. This is regrettable, particularly in the case of the area near Shem Creek, which was traditionally the industrial part of Mt. Pleasant. One plat from 1851, for example, shows the ends of Bennett and Whilden Streets at what is now Live Oak Drive. The "Georgetown Road" passed between what is now Live Oak Drive and the marshes of Shem Creek, with a "Bucket Factory" between the Georgetown Road and Shem Creek, at the end of a canal which led from Shem Creek through the marsh.

Plats of the outlying plantations are scattered, but those that exist often show cultural resources in some detail. There are few overview maps of the rural areas of Christ Church Parish.



Perhaps the most useful was compiled during the Civil War; while this map extends to the northeast only as far as what is now Hamlin Sound, it provides a valuable guide to the location, configuration, and owners of the plantations from approximately Christ Church west to the harbor. What is now Mt. Pleasant's old village and the immediately surrounding neighborhoods is shown as a network of roads, moving quickly from the cleared areas along the harbor's edge to a wooded area behind. Several useful details remain visible. Jonathan Lucas' mill site along Shem Creek, is visible, as is the Farrell property, what became Ryefield Plantation and later the East Cooper Hospital complex. The plantations along both sides of Hobcaw Creek are clearly marked out, with open fields interspersed with wooded areas and bisected by several roads. Perhaps the most distinctive feature of the map is the Christ Church Line, a Civil War defensive fortification stretching from the western end of Copahoe (now Hamlin) Sound, northward to the Horlbeck property (now Boone Hall on Long Point Road).

In the wake of the Civil War, many former slaves exercised their new freedom by choosing to leave the plantations. As a result, cities in the South found rapidly rising populations. While many of the freedmen returned to the plantations for employment, a significant number remained in the cities. As one scholar (Doyle 1990:263) has observed, "the black migration from farm to city continued to feed the growth of most southern urban black communities." Charleston's situation was different from the quickly-rising cities of the New South, in which growth in the central city quickly spawned the rise of suburbs, both white and black; in Charleston, the wealthy and powerful tended to remain downtown. In Mt. Pleasant, however, there were two examples of new communities developed primarily for freedmen, and both had plats drawn for them.

The most explicit plan to develop a new community resulted in the village of Scanlonville. This was designed to be an extensive community located at Remley's Point near where the Wando River flows into the Cooper River. Laid out in 1870, Scanlonville featured a tight rectangular grid pattern of streets with nearly 500 lots. The grid was imposed over what appears to have been an empty tract; the only pre-existing resources in the area were a series of buildings at the northeast corner of Second Street and Third Avenue, and a grave yard on the east side of Third Avenue north of Fourth Avenue. Clearly not all of the lots of Scanlonville were built upon during the 1870s, but the pattern of streets and street names remains, along with limited potential for both architectural and archaeological remains.

Another community, called "Greenwich Commons" and located in the old commons of the Town of Greenwich, emerged in the decades after the Civil War. The Town Council in 1890 ordered

the laying out of streets and lots, and recorded them in a plat in early 1891. The area was bounded by Commons Street (now Royall Avenue), Boundary Street (now Simmons Street), Morrison Street, and Division Street (now McCants Drive). While no houses were identified on the plat, several other architectural and landscape resources were noted. Commons Street was the principal institutional thoroughfare of the community, with a Baptist Church, two "Col'd Schools," the A.M.E. Church, and the M.E. Church between Morrison Street and Ferry Street. In the center of the area, along Greenwich Street between Bank Street and Ferry Street was a Public Square; a natural spring flowed from the square and continued along Bank Street past Commons Street. At the eastern corner of the area, the block bounded by Freeman Street, Greenwich Street, Boundary Street, and Division Street, was occupied by Ocean Grove Cemetery, which the Lutheran Church purchased in 1889 (McIver 1994:61). The "Colored Cemetery," though not depicted on the 1891 plat, occupied the southeastern corner of the Ocean Grove Cemetery (McIver 1994:63).

### **Field Reconnaissance**

The architectural historian and archaeologist conducted a field reconnaissance of Mt. Pleasant. This included driving all of the streets within the Town boundaries and noting areas that had the potential to contain either archaeological or architectural cultural resources. In addition, the architectural historian and archaeologist noted areas that were adjacent to the Town boundaries that had the potential to contain cultural resources, in case they are either annexed into the Town in the future, or developments within the current Town affect these adjacent areas. The criteria for potential for architectural resources included architectural integrity of individual buildings and structures, integrity of street patterns, including scale of buildings and setback. The criteria for potential for archaeological resources included the presence of undeveloped areas of a sufficient extent which have suitable drainage with proximity to water.

Despite the level of development that has occurred in the Town of Mt. Pleasant in recent decades, and the number of areas that have already been surveyed for cultural resources in preparation for development, the field reconnaissance revealed several sites and areas that appear to contain the potential for cultural resources throughout the Town. These are areas to which officials with the Town of Mt. Pleasant should give particular attention when considering proposed developments. It must be recognized that these are areas which appear to have the potential to contain cultural resources; in case of a potential development, a professional survey will still have to be conducted to verify cultural resource potential. More specific recommendations regarding

these areas can be found in Chapter IV. A brief overview of the results of the field reconnaissance follows.

### *Old Village*

There are five areas, generally of small scale, in and near the Old Village of Mt. Pleasant which have the potential to contain archaeological resources. Three of these are lots within the street grid of the Old Village that appear never to have been developed; one is between Reid and Speights Streets near the intersection of Ann Street, and two others are near the First Baptist Church of Mt. Pleasant, including an old playing field and a wooded area behind. The playing field has most likely not been disturbed, but rather has had fill placed on the original grade. Two other areas lie on the periphery of the Village. One lies along the marsh edge between extensions of Davenport Drive and Vision Road. A second lies along the south side of Ben Sawyer Boulevard on the approach to Sullivan's Island, behind an irregular row of buildings. Other smaller undeveloped lots include one at the northwest corner of Center and Royall Streets and several near the intersections of Edwards and Jackson Streets and McCants Drive.

In terms of architectural resources, the Old Village currently contains the Mt. Pleasant Historic District, which is listed on the NRHP. Without an intensive architectural survey, it is impossible to make recommendations regarding a possible expansion of the current Historic District. However, the reconnaissance survey reveals clusters of buildings which are valuable in showing the neighborhood development of Mt. Pleasant. In particular, the areas south and west of Ben Sawyer Boulevard between Center Street, McCants Drive, and Pocahantas Street show a high level of integrity of buildings built between the 1930s and the 1960s. Likewise, the streets between McCants Drive, Coleman Boulevard, and Bellview Avenue form neighborhoods which show similar levels of integrity. These areas will need to be considered as potentially significant, pending an intensive architectural survey of the Town of Mt. Pleasant, when considering requests for development in or near these areas.

The field reconnaissance of the Old Village also sought to examine the areas for which plats were available, as discussed in the preceding section. A limited number of the buildings shown on the 1837 plat of the new Village of Mt. Pleasant (see Figure 6) could be positively identified, though there are clearly many nineteenth century houses in that section of the Old Village. The Greenwich Commons area was also examined. Although there are occasional houses of the late nineteenth or early twentieth centuries, they are too few, too isolated, and in poor integrity to constitute significant

resources on their own or to form a viable historic district. Likewise, the area which contained the Mt. Pleasant Hotel and the ferry landing have been altered such that no significant cultural resources remain from this site.

### ***Shem Creek/Harbor Area***

This area, which lies along both sides of Shem Creek and extends to US 17 and the Charleston Harbor, is a large area with a number of subdivisions. Only one area of archaeological potential was noted during the field reconnaissance. The southeast corner of Coleman Boulevard and Patriot's Point Road (see Figure 5) was the site of Matthew's Ferry in the nineteenth century. It is known that cultural resources remain at that site (Eubanks et al. 1993).

There are several neighborhoods in this area, however, which will be potentially significant within the next decade and which should be incorporated into planning decisions. Bayview, a subdivision planned in the late 1940s, extended from the junction of Shem Creek and the Charleston Harbor northward to Mathis Ferry Road. The principal remaining residential area of Bayview lies between Coleman Boulevard, Shem Creek, and Patriot's Point. This is an area characterized by relatively large lots and one- to two-story houses. Across Coleman Boulevard are two subdivisions which were platted in the early 1950s. Millwood lies along Shem Creek north and east of Coleman Boulevard, while The Groves lies immediately to the west and extends from Coleman Boulevard to the frontage road along US 17. Two other areas on the east side of Shem Creek were planned in the late 1940s and 1950s. Brookgreen Meadows was planned in the 1940s on the northeast side of Coleman Boulevard; it encloses Mt. Pleasant's latest listing on the NRHP, the Lucas family cemetery near Ellen Street. Immediately east of Brookgreen Meadows, also along Shem Creek, is the Shemwood neighborhood which was created in the 1950s. These post-WWII planned neighborhoods survive with good integrity; future planning decisions in these areas should recognize their potential significance as historic districts.

### ***Scanlonville/Mathis Ferry Road***

The community of Scanlonville was first platted in 1870 as an extensive area with over 500 lots, lying to the north and west of Mathis Ferry Road. It is likely that this community was designed as a freedman's village, providing housing for former slaves who remained in the Charleston area. While there are occasional houses which appear to date to the late nineteenth and early twentieth

centuries, by far the majority of the buildings in the area are houses that date to the mid twentieth century and later. As a result, Scanlonville presents a certain uniformity in appearance, with one- and one-and-one-half story houses on moderately large lots. The importance of this uniformity should be recognized in planning decisions which may affect this area.

Scanlonville also contains many lots which are not presently developed. It was not possible in a field reconnaissance to determine if any of these lots had been previously developed. This would require site specific research, including a thorough chain of title to determine if there had been any buildings on each lot. As they are, the lots contain limited potential for significant cultural resources, given their scattered nature and relatively small size. While individual owners who wish to build on these lots should not be required to complete cultural resource surveys on individual lots, the Town of Mt. Pleasant should encourage those who purchase or seek to develop multiple lots to provide additional information regarding their lots.

The remainder of Mathis Ferry Road has either already been surveyed or has already been developed. While there are occasional open areas along Mathis Ferry Road, these areas contain little or no potential to contain cultural resources. The one exception is a lot lying between Von Kolnitz Road to the west and I-526 to the east. While it lies outside of the boundary of the Town of Mt. Pleasant, this largely undeveloped area may contain cultural resources. Town of Mt. Pleasant officials should consider the potential impact on cultural resources from proposed developments which lie along this area.

### ***Long Point Road***

This historic road was in use from at least the antebellum era. Long Point Road, along with what is now SC 41, was also an important route for the brick industry in the area, and provided access to the Wando River, and thus to Charleston. There are two important undeveloped blocks of land along Long Point Road: Boone Hall Plantation and Snee Farm/Charles Pinckney National Historic Site. Both are outside the boundary of the Town of Mt. Pleasant and both are listed on the NRHP. Boone Hall Plantation remains in private hands, while Snee Farm/Charles Pinckney National Historic Site is owned by the Federal government. However, developments in the immediate vicinity of Boone Hall Plantation and Snee Farm/Charles Pinckney National Historic Site could have an adverse effect on the cultural resources of these important historic sites.

There are four other areas of potential for cultural resources to consider in the Long Point Road area. There is a small undeveloped area on the east side of Whipple Road approximately one mile south of Long Point Road, another on the south side of Long Point Road east of I-526, and another on the south side of Long Point Road west of I-526. Activities near these areas should be considered for their impact on potential cultural resources. Finally, the Snowden community lies along the north side of Long Point Road, east of Belle Hall subdivision. While there are no significant historic architectural resources in Snowden, this community has been intact for many generations. It is the traditional residential area for many of the area's sweetgrass basket makers, one of Mt. Pleasant's distinctive industries. The Town of Mt. Pleasant should consider the impact to this traditional community when considering proposed developments in the area.

### ***Rifle Range Road/US 17***

This long corridor presents the most extensive opportunities for cultural resources, with large undeveloped areas, many of which have not been previously surveyed for cultural resources. There are small isolated portions of undeveloped land behind the Wando Crossing Plaza, surrounding the current borrow pits. Undeveloped areas continue from there across Rifle Range Road to the southwest of Seaside Farms. Between the Isle of Palms Connector and Six Mile Road there are several large tracts which have not been developed, both on the southeast side of US 17 and surrounding Rifle Range Road below Six Mile Road.

While there are several large undeveloped areas northeast of SC 41, many of them have already been surveyed for cultural resources. There are two important exceptions. Laurel Hill Plantation lies immediately northeast of SC 41, on the northwest side of US 17. The undeveloped land extends across US 17 to another large undeveloped tract. Two other unsurveyed and undeveloped tracts lie further to the northeast along US 17. These areas are north of Whitehall Terrace on the ocean side of US 17, and Wando Farms on the land side of US 17. There may be both architectural and archaeological resources on these tracts. Town officials should consider the impact on potential cultural resources in these areas when contemplating proposed developments in the area.